

# Transportation Trends in Cambridge

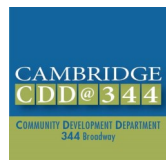
The City of Cambridge is proud to support and encourage walking, bicycling, and the use of public transit as a means to improve quality of life, meet climate and environmental goals, and manage limited street and parking space.

Residents, employees, and visitors increasingly choose sustainable modes of transportation, resulting in rapid changes to the transportation landscape. This pamphlet highlights recent trends that exemplify these successes.

***Thank you for your support and for using  
sustainable forms of transportation!***

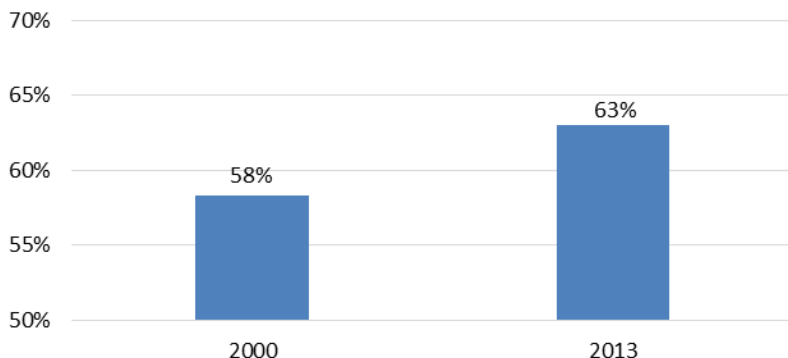


City of Cambridge  
September 2015



## More residents are commuting sustainably.

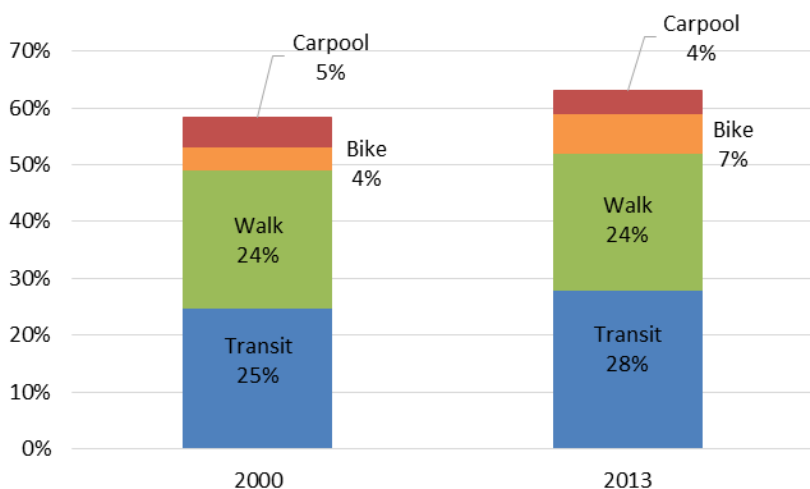
### Residents Commuting Sustainably (Total)



Source: Census 2000; American Community Survey 2011-2013.

Since 2000, the share of residents using sustainable transportation has increased by five percentage points. That's *nearly 3,000* additional people who are walking, bicycling, riding on public transit, or car pooling.

### Residents Commuting Sustainably (Breakdown)

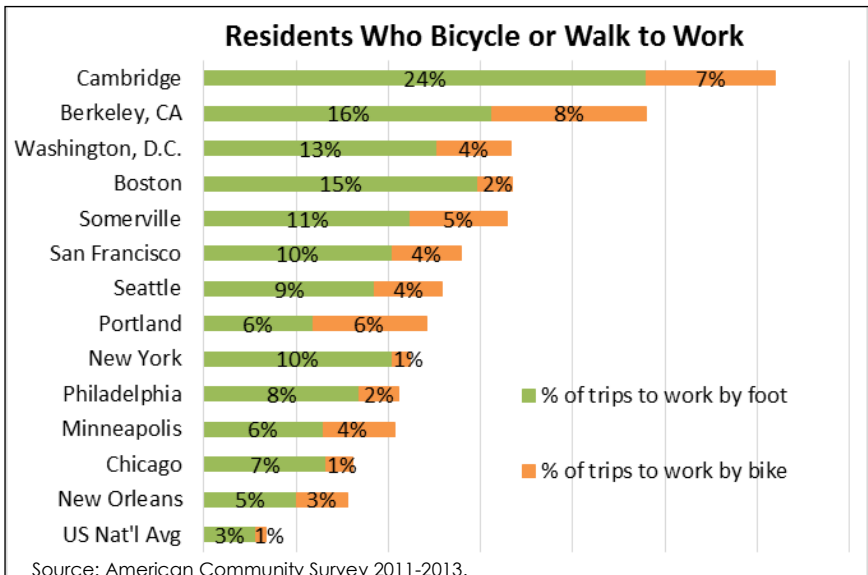
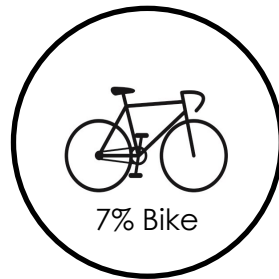


Source: Census 2000; American Community Survey 2011-2013.

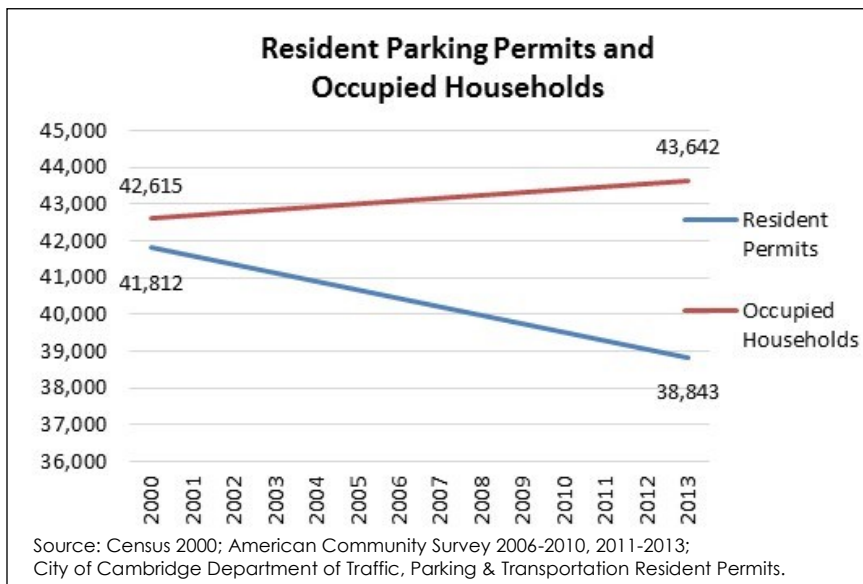
## Cambridge is #1 among large cities for the percent of residents who walk or bike to work!

Among U.S. cities with populations of 100,000 or more, Cambridge has the largest percent of residents who walk or bike to work.

Cambridge residents commute by bike or on foot at a rate almost *ten times* the national average.



## Fewer resident parking permits are issued each year.

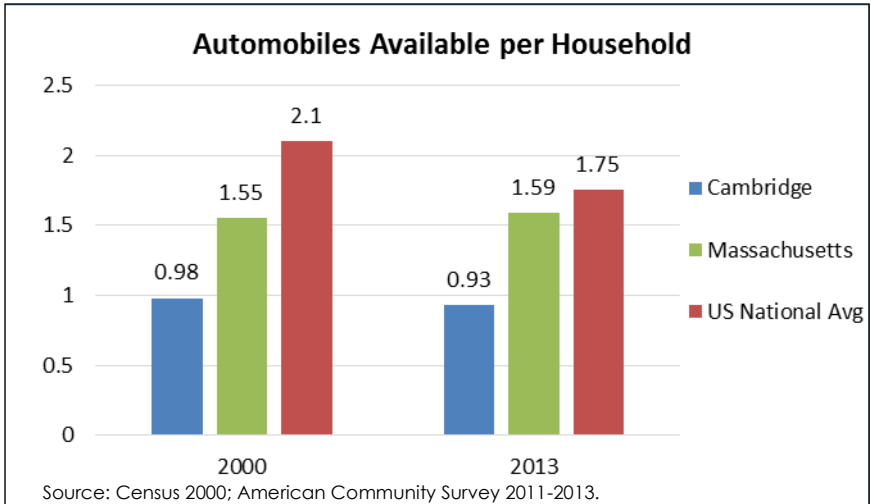


Since 2000, the total number of resident parking permits issued has fallen by nearly 3,000 — a 7% decline. What's more, this decrease was happening while the total number of households increased by over 1,000.

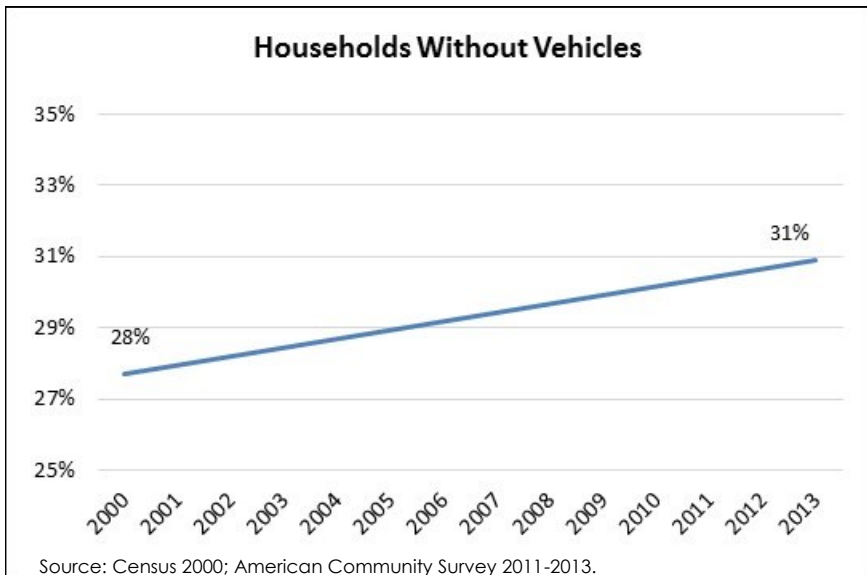
In 2013, there were 0.93 vehicles per household in Cambridge, compared to 0.98 in 2000. Across the nation, people are owning fewer cars, though auto ownership rates have stayed relatively static across Massachusetts.



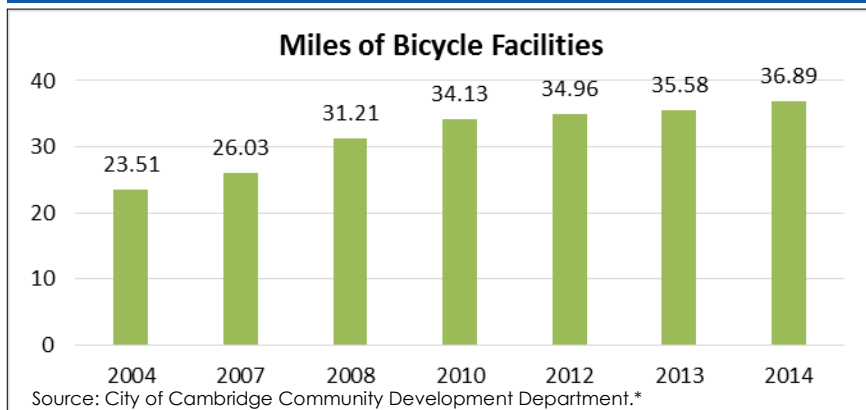
## The number of vehicles per household is decreasing.



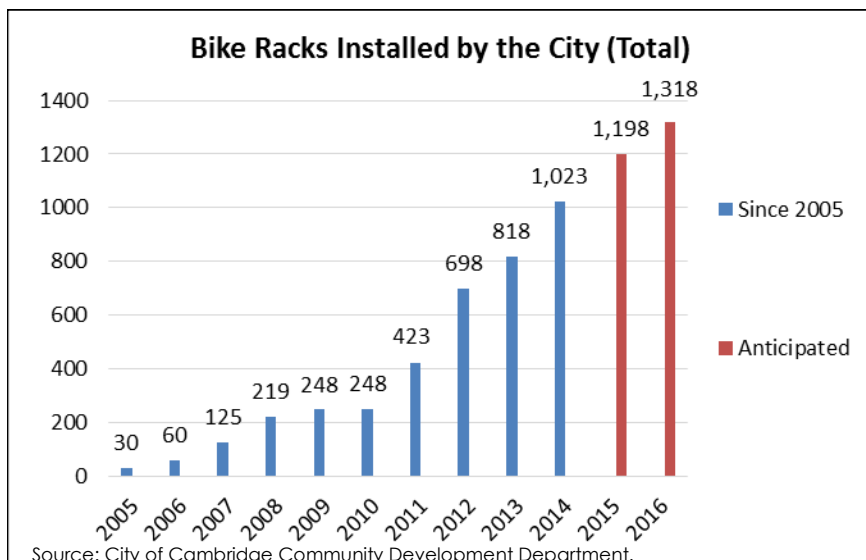
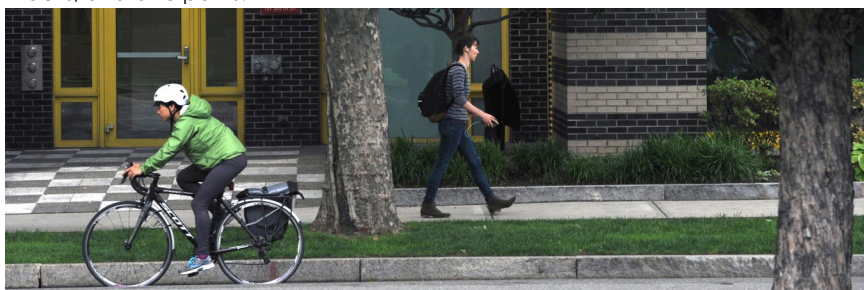
As shown below, between 2000 to 2013, the number of households without any vehicles has increased from 28% to 31%. This change means that there are about 1,680 more households in Cambridge without a vehicle than there were in 2000.

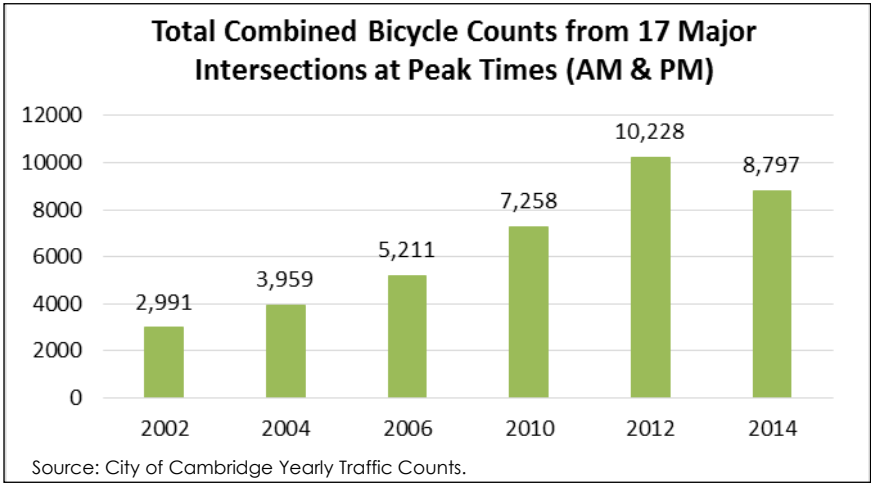
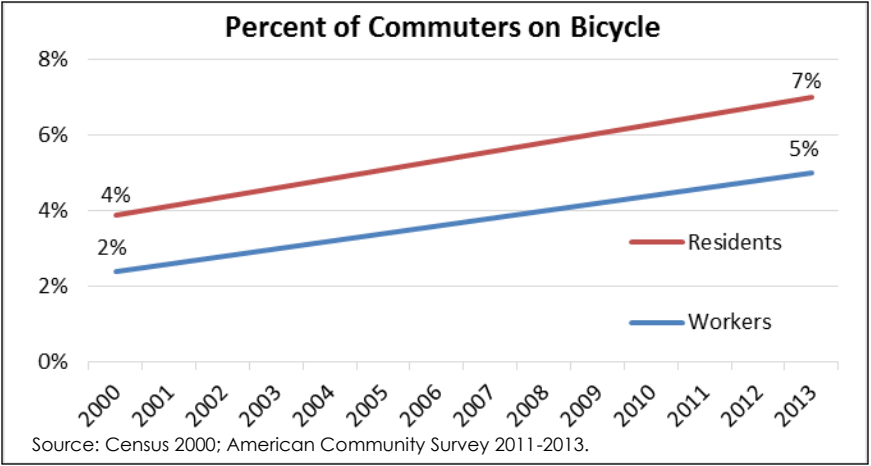


## Bicycling has increased along with investments in bicycling facilities.



\*Bike facilities include on-street and protected bike lanes, contraflow lanes, cycle tracks, and bike paths.





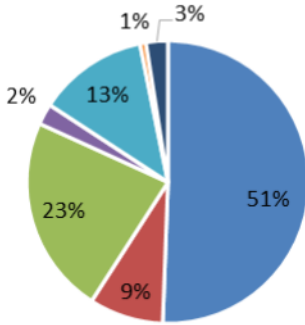
In June 2015, an Eco-Totem, a permanent bicycle counter, was installed on Broadway near Kendall Square. The Eco-Totem gathers and displays daily and cumulative bicycle counts and will allow City staff (and others) to analyze daily, weekly, and seasonal traffic patterns.



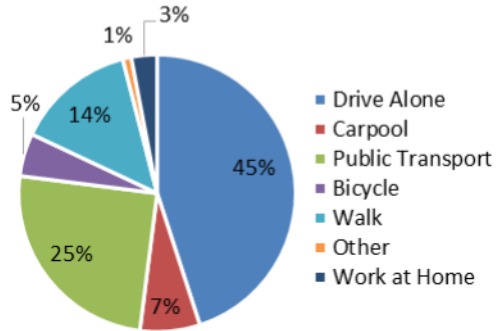


## Cambridge workers are increasingly using sustainable transportation.

Commutes in 2000



Commutes in 2013



Source: Census 2000; American Community Survey 2011-2013.

People who work in Cambridge, whether they live inside or outside the city, are switching to sustainable forms of transportation, including carpooling, taking public transit, walking, and bicycling for their commutes.

Between 2000 and 2013, the number of commuters driving alone to work dropped by 6%, and that number is expected to continue to fall as walking, bicycling, and transit continue to gain popularity.

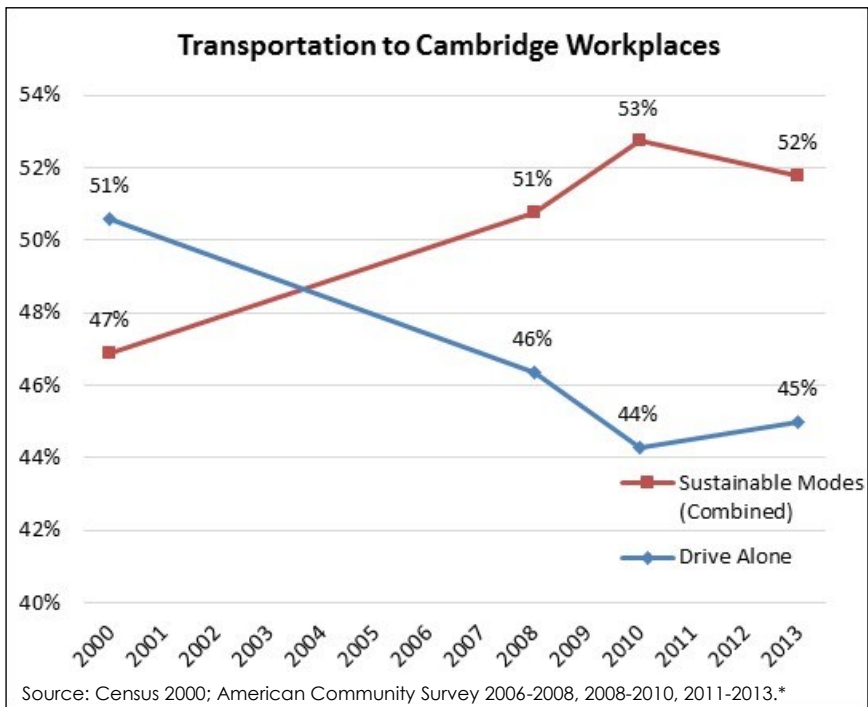




Driving to work alone has decreased in popularity.



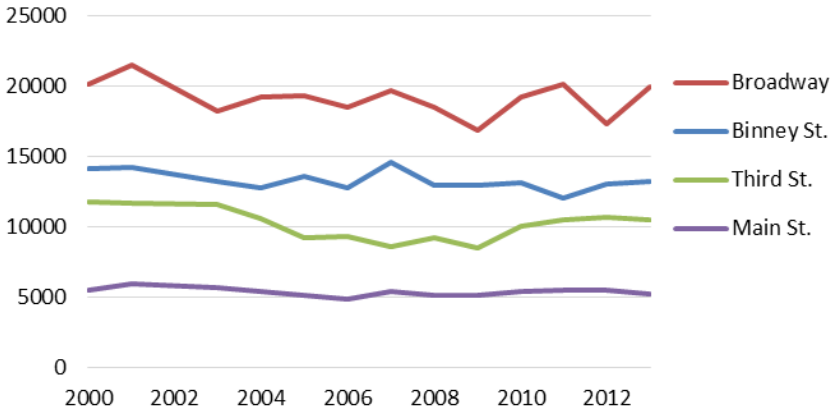
*More workers in Cambridge commute sustainably than drive alone to work!*



\*Sustainable Modes (Combined) includes carpooling, using public transit, bicycling, and walking. Cambridge workers who work from home are not included in this graph and represent the missing 2-3% in each year.

## Traffic has remained steady since 2000, despite increases in local jobs and housing.

### Kendall Square Average Daily Traffic

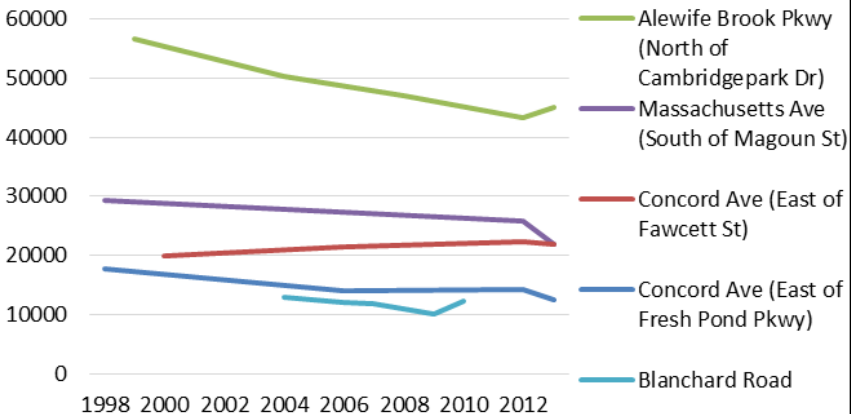


Source: City of Cambridge Traffic, Parking & Transportation, Average Daily Traffic Counts.

Almost four million square feet of new buildings and businesses were added to Kendall Square between 2000 and 2012, yet average daily traffic volumes remained steady.

During the same time period, average daily traffic in the Alewife area has also remained relatively stable or declined on some streets.

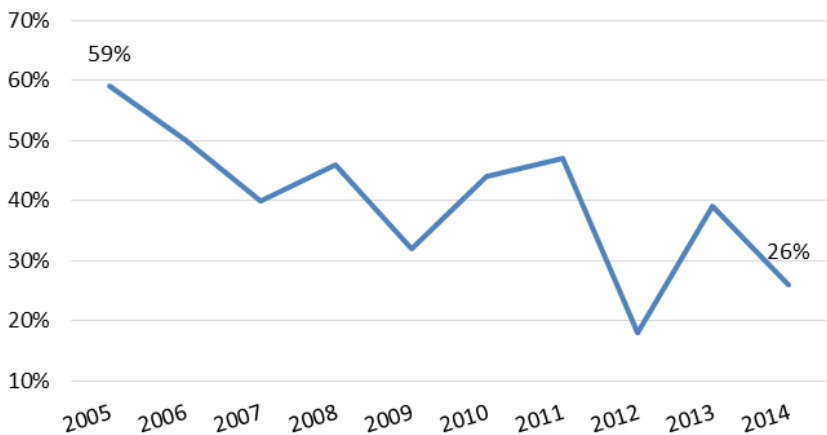
### Alewife District Average Daily Traffic



Source: City of Cambridge Traffic, Parking & Transportation, Average Daily Traffic Counts.

# Shoppers are decreasing their reliance on cars.

Shoppers Traveling to the  
Cambridgeside Galleria by Car



Source: Cambridgeside Galleria Mall.\*

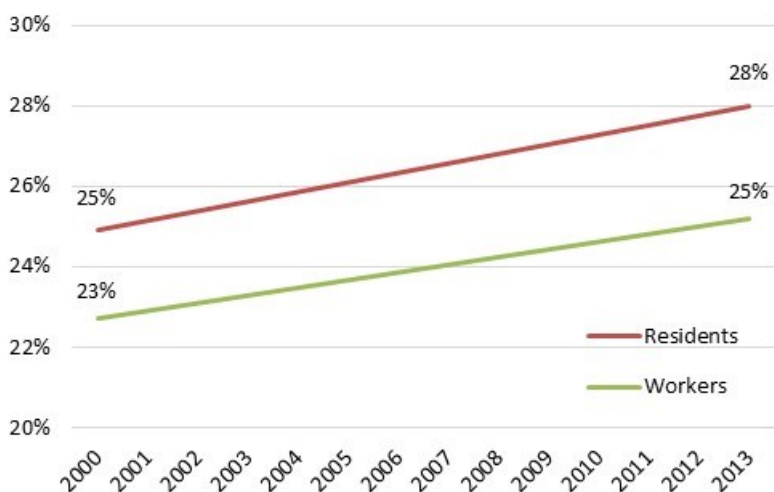
\*Data based on surveys gathered by the Cambridgeside Galleria. Sample sizes ranged between 500 and 600 shoppers per year.



## Public transit is increasingly used throughout Cambridge.



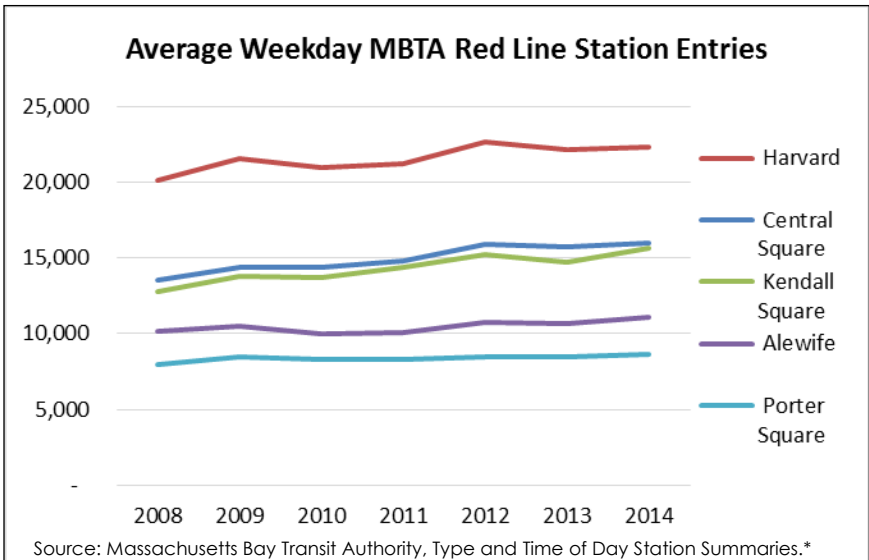
### Commuters Using Public Transit to Travel To and From Cambridge



Source: Census 2000; American Community Survey 2011-2013.

***A quarter of a million public transit trips begin or end in Cambridge every day!***

Red Line 140,000	Buses 85,000	Green Line 13,000
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\*Counts are based on fare box transactions at each station. These counts do not reflect additional passengers such as children, fare evaders, or customers who entered the system by displaying their pass visually to a driver. These additional passengers are estimated to add 5% to the ridership totals, system-wide.

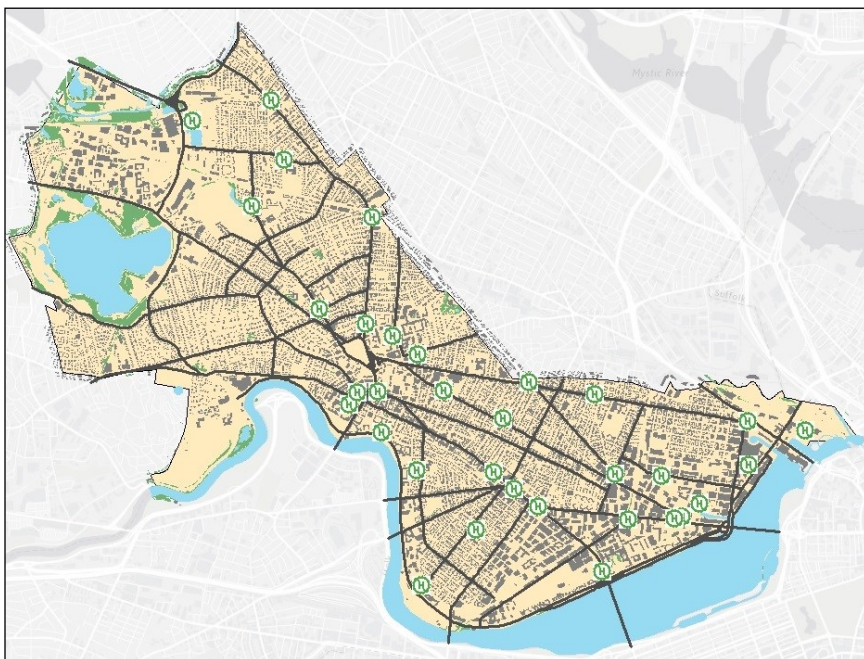


## Hubway, the bicycle sharing service, is well-used and expanding.



Cambridge has over thirty of the 140+ Hubway stations in the Greater Boston area. *Six of the top ten* most-used stations are in Cambridge!

Hubway is owned by the municipalities of Cambridge, Boston, Somerville, and Brookline, overseen by the Metropolitan Area Planning Council and operated by Motivate.



# Have any questions about transportation trends and policies in Cambridge?

For more information, visit TP&T and CDD on the web:

[cambridgema.gov/traffic](http://cambridgema.gov/traffic)

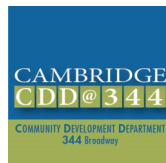
[cambridgema.gov/CDD](http://cambridgema.gov/CDD)



Traffic, Parking & Transportation  
Joseph E. Barr, Director



Environmental & Transportation Planning  
Susanne Rasmussen, Director



Photos by Paul Connors, Gretchen Ertl, Erin Maher, and Adam Shulman.



## City of Cambridge has a number of policies and programs that seek to shift drive-alone trips to walking, biking and transit trips.

<i>Vehicle Trip Reduction Ordinance, 1992</i>	Increase the use of commuting alternatives and reduce the number of trips by single-occupancy vehicles to reduce traffic, air pollution, fuel use, noise, and congestion.
<i>Growth Policy Document, 1993 and 1997</i>	Undertake reasonable measures to improve the functioning of the city's street network without increasing through-capacity, reduce congestion and noise, and facilitate non-automobile circulation.
<i>Parking and Transportation Demand Management Ordinance, 1998</i>	Reduce vehicle trips and traffic congestion within the City, thereby promoting public health, safety, and welfare and reducing emissions.
<i>Draft Roadmap, Cambridge Climate Protection Action Committee, 2013</i>	Reduce vehicle miles traveled by vehicles registered in Cambridge to 5 percent below 2010 levels by 2020.

